

Evening Telegraph

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TUESDAY, SEPTEMBER 20, 1870.

The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1 1/2 o'clock, and the subsequent regular editions at 2 1/2, 3 1/2, and 4 1/2. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

JUDGE STRONG'S REVENUE DECISION.

Judge Strong yesterday delivered a decision in the United States Circuit Court in the case of the Philadelphia and Reading Railroad vs. Barnes, collector of internal revenue, et al., which settles a vexed question in a manner that will be in an eminent degree satisfactory not only to the stockholders of railroads but to all who have been annoyed by the operations of a peculiarly vexatious law, which has been made additionally irritating by the arbitrary and partial decisions of the present Commissioner of Internal Revenue. The case brought before Judge Strong may be briefly stated thus:—On the 22d of January, 1869, the Philadelphia and Reading Railroad declared a dividend on their capital stock as part of its earnings, incomes, and gains made and accrued between July 1st, 1869, and December 1st, 1869, and this dividend was declared payable on the 17th of January, 1870. When the railroad company made its return to the collector he made an assessment of five per cent. upon the amount which was made payable on March 31, 1870. The company did not pay, and the collector made a distress for the amount of the tax and five per cent. additional, whereupon the company entered suit for trespass.

The Judge takes the ground that there is nothing to warrant the belief that Congress intended to impose a burden upon income derived from one species of property greater or longer continued than that imposed upon income from other property, and the sections of the law which provide for the deduction of the income tax upon the dividends on railroad stocks and other similar investments do not, in his opinion, impose a distinct tax, but are only intended to secure the collection of the tax imposed alike on all persons who have taxable incomes. In the case under consideration the main question turned upon whether a dividend declared December 22, 1869, but declared to be payable on January 17, 1870, was income of 1869 or 1870, according to the meaning of the act of Congress. Judge Strong thinks very decidedly that it was income for 1870, as it was not available to the stockholders until that year, although it was earned by the company in 1869. The Judge says:—"The act speaks of income derived from any kind of property, etc. It seems to contemplate a tax upon incomes received or receivable, something out of which a tax can be paid. If it were not so the tax might be exacted for that which never came and never could come into the hands of the taxpayer." That this view of the case is in accordance with law as well as common sense scarcely needs argument, and there would have been no occasion for dispute if the Commissioner of Internal Revenue were not endowed with the unpleasant faculty of creating difficulties of his own with regard to the collection of the tax, which are entirely supplementary to those created by Congress. The decision of Judge Strong in favor of the Philadelphia and Reading Railroad will affect all the railroad companies in the United States, and it must be a satisfaction to stockholders to know that the question has been definitely decided by a competent court instead of being any longer left to the caprice of an eccentric chief of bureau.

THE FRENCH NAVY.

The world has been astonished at the complete and uninterrupted success of the Prussians during the present war, but the fact that France should have found more than her match and been overpowered by superior numbers and outmaneuvered by superior generalship, is not so remarkable as the complete collapse of the entire military system of the empire at the very first blow struck by the enemy. Since Worth and Weissenburg French generalship has expended itself in attempting to save the shattered remnants of one of the proudest armies that ever marched out on an expected career of conquest, and in frantic attempts to delay the advance of the Germans upon the capital. At every point failure has marked the most gallant efforts, and one-half of the army which was to have celebrated the Emperor's fete in Berlin is shut up in Metz, while the other, and the Emperor with it, has surrendered, and the Germans have commenced the siege of Paris, which is defended only by imperfectly armed and imperfectly organized bodies of citizen-soldiers, who will find themselves confronted with veterans flushed with victory and led by some of the best generals of the age.

The French navy, which was expected to play an imposing and important part in the conquest of Prussia as the auxiliary of the land forces, has proved as much a failure as the army. Here, as in the army, nothing appears to have been ready for prosecuting an extensive war; the vessels have been found to be entirely unsuited for the duties they were expected to perform; they have not been properly supplied with arms, ammunition, and other supplies necessary for carrying on an aggressive warfare; they have not been

the result is that the blockade of the Prussian coast is about to be raised, and the fleet to return ingloriously to Cherbourg for the purpose of aiding in the defense of that place. Some of the circumstances to which the non-success of the French navy in the present contest is due are well worthy of the consideration of the people of the United States who, in case of a foreign war, will look to our navy as the principal protection against invasion.

The situation of the French blockading fleet on the Prussian coast is described in the cable despatch announcing its probable return to Cherbourg as being in dangerous water abounding in hidden reefs and shallows. There are no friendly lights to give warning in the night; no buoys to serve as marks for guidance by day, while the fleet is compelled constantly to guard against surprises by the enemy, while it is supplied with small means for retaliation in open ports. Fortresses could be attacked with but small prospect of success, as the heaviest iron-clad draw twenty-three feet to twenty-eight feet of water, with the exception of the Rochambeau (the American built Dunderberg), which combines a formidable armament with comparatively little draught. There are no light draught gunboats for operation in the rivers, and no transports by which troops can be landed.

In addition to the disabilities of the fleet itself, the forts commanding the entrance to the harbor are placed so high that it would be almost impossible to elevate the guns so as to effect anything, while the ships would be exposed to a destructive downward fire. Even if they could escape this, they would encounter torpedoes and other obstructions which would prove serious embarrassments, at least. It will thus be seen that the Prussians have been able to effectually protect their coast from attack, although their navy is insignificant beside that of the French, and their success in doing this has not been altogether due to the weakness of the enemy.

This statement of the naval situation is particularly interesting to us, as our coast for the greater part of its extent is not greatly dissimilar from that of Prussia. From New York to Texas our coast line is shallow, with comparatively few harbors, and these difficult of access in case the lights and buoys should be removed. The manner in which the Rebels baffled all attempts to reach Charleston by the sea, and the desperate resistance they were able to make at New Orleans and Mobile, demonstrated how our ports can be defended with a comparatively small naval force, and such successes as the Government forces did gain were largely due to our facilities for building and equipping vessels adapted for a peculiar kind of service upon our own ground, and to the fact that we had a large force of skillful pilots who were able to show the way into the harbors of the Southern coast in spite of the removal of buoys and the obstructions placed in the channels by the Rebels. What we therefore need for defensive purposes is a small but efficient fleet of iron-clads in each of our harbors, with forts and batteries sufficiently strong to hold an enemy in check, even if they are not able to repulse him. The French and English have both boasted greatly of the strength of their navies, and apprehensions have been manifested lest we should not be able to make any effective resistance to them in case of a war, but the former of these powers has seen its fleet completely baffled by the natural defenses of the Prussian coast, and it is manifested that in operating upon our more extended coast line it would have even greater difficulties to contend with. Such a naval force, therefore, as we ought to maintain for defensive purposes need not entail any very heavy expense, but it ought to be kept at the highest state of efficiency, and with a reasonable degree of skill and prudence in the management of the Navy Department we may consider ourselves as absolutely relieved from any fears of foreign invasion.

OBITUARY.

Hon. John L. Dawson. The Hon. John L. Dawson, who for many years figured prominently in the politics of this State, died after a brief illness on Sunday evening last at his residence, Friendship Hill, Fayette county. Mr. Dawson was born in Uniontown, Fayette county, on the 7th of February, 1813, and, after receiving his education at Washington College, studied law and engaged in the practice of that profession. Early in life, however, he became interested in politics, beginning his public career as a Democrat and remaining attached to that party throughout. In 1845 President Polk appointed him United States Attorney for the Western District of Pennsylvania. In 1850 he was elected a Representative in Congress from the Eighteenth district of this State, and re-elected in 1852, the number of his district being changed by a reapportionment, to the Twentieth. In 1862, and again in 1864, he was elected to Congress, this time to represent the Twenty-first district under the present apportionment. During his last period of service he was a member of the Committee on Foreign Affairs and on Public Lands. During his second term, he was the author of the Homestead bill which became a law in 1864. At the close of his first period of Congressional service, he was offered, in 1865, the Governorship of the Territory of Kansas by President Pierce, but had the wisdom to decline such a perilous position. Having been successively a member of the National Democratic Conventions of 1844 and 1848, he was a delegate also to those of 1856 and 1860, and in the convention of 1860, which met at Cincinnati, he was selected by the Pennsylvania delegation to acknowledge fittingly the compliment paid to this State by the nomination of James Buchanan for the Presidency.

Mr. Dawson was a member of the House of Representatives during the greater portion of the war against the Rebellion, and was, throughout this critical period, a strict Democrat. On the 18th of January, 1864, he offered a preamble and resolution which clearly set forth his views on the pending struggle. In the preamble Mr. Dawson declared that "the advancing armies of the Government should carry the Constitution in one hand while they held the sword in the other, so that the invaded party might have its choice between the two;" and in the accompanying resolution he desired the President to proclaim "that whenever any State now in insurrection shall submit to the authority of the Federal Government, as defined in the Constitution, all hostilities against her shall cease, and such State shall be protected from all external interference with the local laws and institutions, and her people shall be guaranteed in the full enjoyment of all those rights which the Federal Constitution gave them." This preamble and resolution were laid on the table, on

motion of Thaddeus Stevens, by a vote of 79 to 66, in which the party lines were strictly marked. Again, on February 15, 1865, Mr. Dawson made another effort in behalf of peace while the Rebellion was still rampant, offering a resolution of similar purport to the above, which was tabled by a vote of 73 to 47. Mr. Dawson was gifted with more than ordinary ability, and in the western part of the State was acknowledged to be a representative man of his party.

THE CORLISS NAVAL ENGINE CONTRACT.

Some weeks ago published in our Washington correspondence a statement of certain charges brought against Chief Engineer King, Engineer in Chief of the Navy, by Vice-Admiral Porter and W. H. Allen, the late Chief Clerk of the Bureau of Steam Engineering, in which it was alleged that Chief Engineer King had improperly favored the Corliss Steam Engine Company in the settlement of their contract with the Government for building certain marine engines. The following letter, which was addressed to the Committee on Retrenchment of Congress when it had the matter under consideration last summer, is a plain intimation that at least one member of the committee was not in a position to decide impartially in a controversy in which Mr. Corliss was a chief party. The letter will explain itself, and if Mr. Jenckes is innocent of the charges brought against him, he owes it to himself, his constituents, and the country, to make the fact plainly manifest:—

PROVIDENCE, R. I.—Hon. M. Welker, Chairman of the Committee on Retrenchment.—Dear Sir:—The claim of the Corliss Steam Engine Co. for work done in the construction of steam engines for the Navy Department, amounting to \$25,000, being before the committee, to which you are chairman for investigation, I desire to draw your attention to the fact that Hon. Thomas A. Jenckes, a member of your committee, has been paid by the Corliss Steam Engine Co., the sum of \$153,824.94, for professional services connected with the letters patent for improvements in steam engines, recently refused extension by Congress. In my opinion, the close professional relations which Mr. Jenckes has sustained to Mr. Corliss, and to the Corliss Steam Engine Company, are such as to act impartially in the matter now under investigation by your committee, and my hope has been that Mr. Jenckes would, unless I withdrew myself from it, have declined to act upon the subject.

I do not find my objection to Mr. Jenckes solely upon the fact that he has been professionally connected with Mr. Corliss, but I have recently been made distinctly aware of the prejudice which he feels in favor of the claim of the Corliss Steam Engine Company.

On the 27th of June last, while testimony was being taken before the committee, it was plainly intimated to me by him that unless I withdrew my opposition to the payment of the claim of the Corliss Steam Engine Company, I could not expect my application for the appointment of Collector of the Port of Providence to be favorably considered by him. I had previously had a direct assurance from him of the appointment, but upon my declining to withdraw my opposition, I found that he resented his threat, and gave his influence for another.

I trust that you will, as chairman of the committee, use your influence to make Mr. Jenckes aware that every consideration of propriety demands that he should withdraw from the committee while the subject of the propriety of paying the claims of the Corliss Steam Engine Company is under consideration.

I am your obedient servant, JOSEPH P. MANTON.

THE SHIPPING OF THE WORLD.

We find in a volume just published by the Bureau Veritas the following account of the shipping of the world, which shows equally with the only figures published by our Government some time ago the preponderating maritime position which England occupies:—

Table with columns: Country, Tonnage, and other shipping statistics. Includes entries for England, America, Germany, etc.

NEW HAMPSHIRE has ceased to increase in the number of its inhabitants, and it is on the downward track. The census has been completed, and shows the following result, as compared with the census of 1860:—

Table showing population statistics for New Hampshire, comparing 1870 and 1860 figures for various counties and the aggregate.

Whole loss..... 8,470 But tens of thousands of her sturdy sons during these ten years have emigrated to more inviting fields, where the solid facts of New Hampshire life have taken root and flourish.

WOMAN'S RIGHTS.

A Lady Member of the Typographical Union. At the regular monthly meeting of Columbia Typographical Union, No. 101, of this city, held in the Council Chamber at the City Hall, on Saturday evening last, there was a full attendance of members present, in anticipation of action being taken on the application of Miss Mary C. Green for membership. Miss Green, it will be remembered, is a compositor at the Government Printing Office. Not wishing to transgress the rules of the Union here, she made application for admission as a member. The application was laid before the meeting Saturday night, inasmuch as any discussion, and by an almost unanimous vote, she was admitted to membership. The lady, who had been outside awaiting the result of the deliberation of the meeting, was apprised of the action of the Union, and at once entered the room, receiving the congratulations of those assembled.—Washington Star, 19th.

SPECIAL NOTICES.

For Additional Special Notices see the Inside Pages.

NEWEST, NOBBIEST, AND LATEST DESIGNS IN READY-MADE CLOTHING AND PIECE GOODS FOR FALL.

ESPECIALLY FALL OVER-COATS. ESPECIALLY BOYS' FALL SUITS. JOHN WANAMAKER'S FINEST CLOTHING ESTABLISHMENT, Nos. 818 and 820 CHESTNUT STREET.

SPECIAL NOTICES.

DALY'S GREAT WHISKY WAREHOUSES. The immense establishment of H. M. DALY, No. 522 South FRONT Street and No. 129 DOCK Street, is probably the largest in the United States. Five stories in height, it runs through from Front to Dock street, a distance, we may say, of 210 feet. And this huge building is filled from cellar to attic with the very rarest and purest brands of whiskies. The seeker after the genuine article can find Bourbon of old date, wheat ditto, and that champion of all whiskies, the Golden Wedding. It is sufficient to note here that Mr. Daly's stock embraces the productions of the celebrated distilleries belonging to Thomas Moore & Son, Joseph S. Finch & Co., and Thomas Moore. Their whiskies are always made from the best grains, double copper distilled and put up in seasoned, heavily-charred, iron-bound barrels. As agent, therefore, of these well-known firms, Mr. Daly justly claims that he can supply the trade with the finest whisky in the market, and in the original packages received direct from the manufacturers. This he will vouch for, and this is a point which deserves the notice of all purchasers. 9 12th St.

HEADQUARTERS UNION REPUBLICAN CITY EXECUTIVE COMMITTEE, No. 1105 CHESTNUT Street.

PHILADELPHIA, September 19, 1870. THE ATTENTION of all REPUBLICAN CITIZENS is called to the CANVASSERS' DIVISION TRANSCRIPTS, now open for inspection at the UNION LEAGUE HOUSE and the parlor of the NATIONAL UNION CLUB, No. 1105 CHESTNUT ST. CALL and EXAMINE the LISTS and see if you are PROFERLY REGISTERED.

By order of the Union Republican City Executive Committee. JOHN L. HILL, President. Attest: JOHN McCULLOUGH, Secretaries. 9 19 St.

A QUEER CASE.—A MAN WAS LATELY sent to the insane asylum for persisting in planting horse chestnuts in expectation of raising sorrel coils. There are persons at large who entertain expectations equally absurd. Those who are allured by the low prices of coal are frequently victimized. If you want good coal, patronize some reliable dealer like Mr. J. C. HANCOCK, at the northwest corner of NINTH and MARKET Streets. You there get the Honeybrook, which is all its purity. Deal with him once and you become a permanent patron. 9 23rd St.

HARPER'S HAIR DYE.—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect for coloring red, gray, or white hair, whiskers, or mustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 402 ARCH Street; TRENWITH, No. 614 CHESTNUT Street; YARNER, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESTNUT Streets, and all Druggists. 5 31st St.

OFFICE OF THE FRANKLIN FIRE INSURANCE COMPANY, Philadelphia, Sept. 17, 1870. An election for Ten Directors, to serve during the ensuing year, will be held, agreeably to charter, at the office of the Company, No. 101 N. 2d Street, on Wednesday, the 20th of September, at 11 A. M. and 2 P. M. J. W. McALLISTER, Secretary.

THE UNION REPUBLICAN NATURALIZATION COMMITTEE will sit daily at M. H. SOBY'S, No. 416 LIBRARY Street, from 10 until 2 o'clock. J. W. McALLISTER, Chairman.

WARDLE G. McALLISTER, Attorney and Counselor at Law, No. 302 BROADWAY, New York.

AMUSEMENTS.

For additional Amusements see the Third Page.

AMERICAN ACADEMY OF MUSIC. WEDNESDAY EVENING, Sept. 21, 1870, first appearance of the GREAT DRAMATIC CONGRESS, in Shakespeare's great Tragedy, JULIUS CAESAR. In consequence of the indisposition of Mr. MARK SMITH, the popular American Actor, Mr. J. E. McDONOUGH has assumed the part of Caesar, in the kindest manner, consented to assume the character of Caesar. In order to give time for the necessary rehearsals, the first performance will take place TO-MORROW (Wednesday) EVENING, Sept. 21, MOST POSITIVELY.

Mr. E. L. DAVENPORT as Brutus Believed his greatest impersonation. Mr. FRANK MAY as Cassius In which he has achieved great renown. Mr. F. C. BANGS as Marc Antony A model of Roman eloquence. Mr. J. E. McDONOUGH as Caesar (Kindly assumed in consequence of indisposition.) Mr. CHARLES P. MORTON as Julius Caesar Mr. A. H. DAVENPORT as Octavius Caesar and Madame FONISI as Portia MISS JOSEPHINE ORTON as Salpurgina The remaining parts of this great most ably sustained. THE GREAT TRAGEDY JULIUS CAESAR, during its recent revival at N. York, has received unqualified attention, mainly from the extreme brilliancy of the cast, and also from the marked similarity in the fate of the Great Bonaparte Dynasty, which has so often by sudden parallel to resemble the career of the great Roman.

ADMISSION, 25c. SECURED SEATS, TWENTY-FIVE CENTS EXTRA. Secured seats may be had at the Box Office of the Academy of Music, W. H. BOKER'S Music Store, No. 1102 Chestnut Street, and at W. P. H. COVERT'S Theatre Ticket Office, Continental Hotel. 9 20

EXCURSIONS. THURSDAY EXCURSIONS.—The splendid Steamboat JOHN A. WARNER will make an Excursion every Thursday to Beverly, Burlington and Bristol. LEAVING CHESTNUT STREET WHARF at 9 o'clock A. M. Returning, leave at 11 1/2 A. M. and 4 o'clock P. M. A Band of Music will be in attendance. Fare for the Excursion, 50 cents. 7 30th St.

WATCHES, JEWELRY, ETC. JACOB HARLEY, No. 1220 CHESTNUT Street, Philadelphia. Watches, Jewelry, Silver and Plated-ware, a good assortment at MODERATE PRICES.

Watches and Jewelry carefully repaired. 9 15 13th St.

DYE AND PRINT WORKS. 1819 ESTABLISHED 1819 New York Dyeing and Printing Establishment, STATE ISLAND, No. 40 North EIGHTH Street, West Side, Philadelphia.

98 DUANE St. and 102 BROADWAY, New York. 106 and 108 PIERREPOINT St., Brooklyn. This old and well-known company, now in the second half-century of its existence, is prepared, as usual, to dye, cleanse and finish every variety of ladies' gentlemen's, and the lecturer's garments, and Piece Goods in their usual superior manner. NOTE.—This is our only office. 9 20 13th St.

CIGARS. ELEGANT CENT Honey Bee Cigars, Three for a Quarter. SOLD IN THIS CITY BY J. T. FLAHERTY, 9 15 13th St. S. E. corner EIGHTH and CHESTNUT.

THE DRAWING SCHOOL OF THE FRANKLIN INSTITUTE will open on MONDAY, September 20, and continue on MONDAY, WEDNESDAY and FRIDAY EVENINGS, from 7 to 9 o'clock, for twenty-four weeks, under the superintendence of Prof. JOHN KERN. Pupils under 21 years of age can attend the lectures of the Institute on the payment of one dollar. For tickets apply at the Hall, No. 15 South SEVENTH Street. WILLIAM HAMILTON, Secretary. 9 20 St.

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DRESS GOODS.

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Prices at 1/2 the same low rates advertised some time ago. As we cannot get further supplies on same favorable terms, we must soon advance our prices. 10,000 yards 50c. to \$2.00 per yard.

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During the continuance of the time required to close up the business we shall keep a sufficient supply of ALL THE NEW BOOKS, and sell them at a discount of 10% to 33 1/3 per cent. Give us a call.

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EVANS & LEACH, No. 628 MARKET STREET, 9 17 13th St.

WESTON & BROTHER, TAILORS, S. W. CORNER NINTH and ARCH STS., PHILADELPHIA.

A full assortment of the most approved styles for FALL AND WINTER WEAR, JUST RECEIVED. A SUPERIOR GARMENT AT A REASONABLE PRICE. 9 16 3rd St.

MATS AND CARPS. WABURTON'S IMPROVED VENTILATED and easy-sitting DRESS HATS (patented), in all the improved fashions of the season. GREEN'S BUREAU, next door to the Free Office. 9 20 St.